GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA

UNSTARRED QUESTION NO:3344
ANSWERED ON:10.08.2015
Train Accidents due to Short Circuits
Yellaiah Shri Nandi

Will the Minister of RAILWAYS be pleased to state:

(a) whether there are incidents of train accidents due to short circuits in trains and if so, the details thereof;

(b) the number of persons killed in rail accidents due to short circuits during the last three years; and

(c) the steps taken/ being taken by the Railways to avert such accidents?

Answer

MINISTER OF STATE IN THE MINISTRY OF RAILWAYS

(SHRI MANOJ SINHA)

(a) to (c): A Statement is laid on the Table of the House.

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STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (c) OF UNSTARRED QUESTION NO. 3344 BY SHRI NANDI YELLAIAH TO BE ANSWERED IN LOK SABHA ON 10.08.2015 REGARDING TRAIN ACCIDENTS DUE TO SHORT CIRCUITS

(a) & (b): During the last three years, i.e. 2012-13, 2013-14 and 2014-15 and in the current year (upto 15th July, 2015), two consequential train accidents of fire due to short circuits occurred over Indian Railways, the details of which are as under:
1. On 14.01.2013 at about 21.00 hrs, four coaches of train No. 11123 Barauni-Gwalior Mail caught fire at Moth Station in Kanpur-Jhansi Section of North Central Railway. The clear cause of fire in the train could not be established in the findings of Senior Administrative Grade Level Inquiry Committee. However the Inquiry Committee observed that there is a possibility of spark from a loose connection falling on waste material in the coach leading to the instant fire.
2. On 15.10.2013 at 03.50 hrs, while the train No. 12435 Dibrugarh Town-New Delhi Rajdhani Express was passing through Dharamtul station on Lumding-Guwahati Section of Lumding Division of Northeast Frontier Railway, smoke was observed coming out from the Pantry Car of the train. As per the findings of the Junior Administrative Grade Level Departmental Inquiry Committee, the incident of fire in Pantry Car occurred due to short circuit from the refrigerator.
There was no casualty in these two train accidents.

(c): Railways have been advised to follow the guidelines of Research Designs and Standards Organization for fire prevention for 110 V DC self generating coaches as per Code of Practice.
Following measures are also being taken by Indian Railways to prevent incidents of fire in trains:

â€¢ Indian Railways have always endeavoured to enhance fire worthiness of coaches by using fire retardant furnishing materials such as Compreg Board/PVC for coach flooring, laminated sheets for roof, ceiling wall and partition panelling, Rexene and cushioning material for seats and berths, FRP Windows and UIC Vestibule etc. Fire related properties of these materials are being upgraded from time to time.
â€¢ Railways have also taken measures to prevent fire due to electrical short circuits in coaches, which include (a) Multi tier electrical protection system and use of fire retardant cables in all coaches working on Indian Railways for prevention of fire due to any electrical defect, (b) separation of positive and negative wires, (c) use of fire retardant material in all electrical items.
â€¢ Portable dry chemical powder type fire extinguishers are being provided in all air-conditioned coaches, second class − cum − guard and luggage van, power cars, pantry cars and train locomotives in all mainline trains.
â€¢ Detailed instructions have been issued to zonal railways for observance of safe practices in handling of pantry cars and for ensuring periodical inspection of electrical and LPG fittings in the pantry cars.

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